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NEW-YORK, SATURDAY, JUNE 24, 1893.—FOURTEEN PAGES.

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## TWO RAPID VOYAGES.

THE PARIS AND CAMPANIA COME TO PORT CLOSE TOGETHER.

UNFAVORABLE WEATHER PREVENTED RECORD-SMASHING TRIPS-THE PARIS'S TITLE STILL SAFE.

Two big ocean liners came racing into port last evening, and came near breaking all records for westward passages. Had the weather been more favorable for speeding steamships across the Atlantic, yesterday would have witnessed the breaking of several records. The Paris, the proud "Queen of the Seas," and the newly crowned " Empress of the Seas," the Campania, tried their racing qualities on this last trip. Both left the other side determined to win new laurels, and each narrowly

missed the prize. The Cunarder Campania should have reached Sandy Hook lightship at 10:49 o'clock last night to have equalled the record for the passage be tween Queenstown and New-York. Had she not handicapped by some rough weather she would have probably dashed over the line several minutes ahead of time. As it was the Campania reached Sandy Hook last evening at 12:05, which was only about 1 hour and 16 minutes behind the record. The pace set by the Paris when she made the record between New-York and Queenstown was 5 days 14 hours and 24 minutes. The estimated time of the Campania is 5 days 15 hours and 50 minutes.

The big Cunarder left Queenstown last Sunday at 1 p. m. The fleet American steamer did not come as near record-breaking as the Cunarder. The Paris has made some good trips since she went on the Southampton course, but thus far she has not broken the record for the westward

The crack vessel of the Hamburg-American Line, the Fuerst Bismarck, still holds the record for the trip between Southampton and New-York. The Paris arrived at the bar at 11:30 p. m. yesterday. She left the other side last Saturyesterday. She left the other side last Saturday afternoon, and made the trip in about 6 days and 14 hours. This is a good deal behind the record of the Fuerst Bismarck, which is 6 days 11 hours and 44 minutes. The Paris still holds the record between Queenstown and New-York, and has some right to the title of "Queen of the Seas." The Campania must be hailed as "Empress of the Seas" by virtue of her many feats of record breaking. She carried away the record for the quickest eastward passage, for the best maiden trip to the westward, for the best day's run and for the greatest number of miles in three consecutive days.

## FATAL FIRE IN CHICAGO.

ONE MAN BURNED TO DEATH AND SEVERAL

OTHERS SERIOUSLY INJURED. Chicago, June 23 .- A disastrous fire in the Murray & Nickels drug and spice manufacturing company plant, at Nos. 147-155 West Polk-st., occurred this afternoon. One man was probably burned to death and two others were seriously injured. The following is a list of dead and injured William Fuhrwerk, probably burned to death Henry Ewald, seriously burned about the face and hands; Leopold Lehman, seriously burned about the face and body; Rudolph Block, leg brokes and burned about face and hands; Charles Fuhrwerk, burned about the face.

The financial loss will be about \$50,000. partly covered by insurance. The flames spread with such rapidity that many of the workmen had narrow escapes for their lives. Rudolph Block jumped from a third story window and on the pavement. His hands were frightfully burned, but it is thought the only injury sustained by jumping was a tracture of the left leg. Henry Ewald and Charles Fuhrwerk made their escape to the roof of the building and were rescued by firemen. Fuhrwerk was with them when the fire broke out but failed to reach the roof, and there is little doubt that he was suffocated and his body burned.

## A TRAIN ROBBER'S SUCCESSFUL RUSE.

St. Joseph, Mo., June 23.-When the Book Island westbound train which left here at 7:45 o'clock las night reached Virginia, Neb., a man stepped up to the door of the express car and asked Messenger Spear, of the United States Express Company, if a man name Tompkins was in the car. Spear said that he wa not, and the man asked to be allowed to step into the car and write a note to Tompkins. Spear consented. When the train began to move out Spear looked to see what had become of the stranger and looked into the muzzle of a revolver in the stranger's hands. Reeping the revolver levelled with one hand, the stranger with the other threw a rop- around spear's then bound him hand and foot. Searching the messenger, he found the key to the small safe, from which he secured \$350. When the train slowed up at the Union Pacific crossing the robber made hiscape. The robbery was not discovered until heatrice was reached, when Spear was found bound as the robber had left him.

### THE VALKYRIE WAS A LITTLE TOO LARGE. Reston, June 23.-A cable disputch-to "The Herald

from London says: "The Vallyrie has been officially necessared by Dixon Kemp, secretary of the British Yacht Racing Association, who says that she ex ceeded the length named in the agreement made b Lord Dunraven and the New-York Yacht Club. She measured on the load line 86.82 feet. According to the mutual agreement no beat can sall for the Ameri ca's cap which is more than 2 per cent over 85 feet n be selected. In view of this condition of affairthe Valkyrie has been clipped all around in her main topsail and headsails, her spars have lightened to reduce her weight, her must has been stortened eighteen inches, her topmast also has been shortened, and some of her lend keel has been cut off. When she arst came out on the Thames she rated 149 tons. She now rates 147,00. Her said area is officially given at 10,20s square feet. The alterations will make her just safely inside the limit of 86,70 feet.

SENATOR HILL SAYS HE DIDN'T WRITE IT. Albany, June 23.-Senator IIIII was asked to-day in reference to a recent letter upon the silver que tion, parporting to have been sent by him from Albany to the president of the Board of Trade at Cincinnati. Senator Hill stated that he had written no letter to Cincinnati upon the silver question or any other question, but that, upon a request from Mr. Dolph, president of the Board of Trade of that city, for nidews upon the financial question, he had caused his clerk to forward Mr. Dolph a printed copy of hi law delivered in the Senate in February, with the statement that his sentiments were expressed in that speech; and that, instead of publishing the simple letter from the Senator's clerk, Mr. Dolph had asamed the liberty of making some extracts from the speech and sent them out to the public in a garblet and inaccurate state, as a recent letter to him upon

## STORMY SCENE IN THE CONNECTICUT HOUSE.

Hartford, Conn., June 23.-There was an exciting time in the House this morning, growing out of the debate over the bill providing for the removal of the he Senate yesterday. During the debate Representa Haddam, had allowed themselves to be controlled a railroad corporation to the extent of reporting bill favorably from the Committee on Railread-. Clark bitterly resented the imputation that he was influenced or controlled by the New-York, New-Haven

Mr. Walsh expresses his nigh personal regard to Mr. Clark, but said that he was convinced that the railroad committee had been made up in the interest of the railroad. This reflection on the integrity of Brooks, who appointed the committee, brought menker Brooks pounding vigorously to preserve Mr. Rockwell gained the floor and flatly dealed that he was influenced by the railroad company. Mr. Healy, of Windsor Locks, moved to table the bill

leader, objected, and the House was adjourned on a division, 71 to 98, disclosing no quorum.

The House placet liseli squarely on record as against surface roads crossing steam railroads at grade by rejecting, on an adverse report from the Railroad Committee, the petition of the Hartford and Wéthersheid Horse Railway Company for permission to cross the tracks of the New-York and New-England Railroad at East Hartford at grade.

THE LUMBER SHOVERS STRIKE ENDED.

PRESIDENT ROBINSON MAKES A PERSONAL PROPOSITION WHICH IS ACCEPTED

BY THE WORKMEN. Buffalo, June 23.-The Tonawanda strike is over. The locked-out lumber shovers are to go to work next Monday. All day to-day a settlement was ex-pected, but it was 5:30 p. m. before the Lumber Shovers' Union, in session in St. Louis Hall, Tona-they wanda, agreed to accept the proposition of President John Robinson, of the Lumbermen's Association. The turned Mrs. Hoser became alarmed about the Citizens' Committee, composed of leading business men. child, and made an investigation. She found the met with the union Thursday night. This morning at door of the rooms used by the Dorans locked. Af-9 o'clock they listened to a committee of union men. and at 10 o'clock were received by the Lumbermen's Association. At 3 o'clock this afternoon the Citizens' committee reported to the Lumber shovers' Union the proposition from the lumbermen, and after a long a trunk.

tion, made the following personal proposition Wednes-day morning: "I hereby make you the following proposition, namely, that I will obtain a contract the Lumbermen's Association to unload all gation at card rates, as published by the Lumberagree not to join any other labor organization during

will be large enough to accommodate the men while waiting for their money or waiting for work, where I will employ a competent clerk, who will collect money from barges for unloading and turn the same over to the foreman whom I may appoint over the

"And I further agree that the men working in said games shall not be charged anything for my services, clerk hire or for maintenance of the office referred

The union men found much fault with it, but as expected, finally accepted it with slight modifications acceptable to both sides. To morrow the Poles from this city and probably the Hungarians from Pittsburg will be paid off and discharged. Between tomorrow morning and sunday afternoon the whole situation will change.

FOR OBSERVATIONS OF THE AURORA.

MANY INSTITUTIONS, SOCIETIES AND INDIVIDU ALS TO CO-OPERATE WITH THE PEARY EXPEDITION.

Lyons, N. Y., June 23 (Special),-An important feature of the work of the Arctic Expedition under the direction of Civil Engineer Robert E. Peary, of the United States Navy, which leaves Philadelphia on the trip northward the coming week, will be the record-ing of observations of the surera on a plan that will enable comparisons to be made with similar records from other regions. The necessary blanks and intained from Dr. M. A. Vecter, of this Peary will arrange for observations at Goddhaab and Goddhaven, Greenland, and George Comer, of the It is expected that Father Tosi, a missionary priest in Alaska, will co-operate actively in that territory, where auroras are more numerous than at any other point

the United States Navy, has issued orders providing for the distribution of blanks and instructions through the hydrographic offices; and Dr. Neumyer, of the Doutsche Seewarte," will arrange for their distrib on to seamen in Germany. R. H. Scott, secretary Ireland, has presented the subject of active co-operamatter of co-operation to the prope; authorities in etic and Meteorological Observatory and Harvard College Observatory are actively contributing to the it may be said in general that the interest that is being manifested both in this country and in Europe the part of institutions, societies and individual auch as to insure the success of this feature of the

such as to incure the success of this feature of the R of the Peary expedition.
It is true that during the international polar exhitions of less and 1883 many observations of the
oral were made in high latitudes, but he special
visions seem to have been unde for comparison
h observations made simultaneously in lower laties. It is now proposed to remedy this defect, and
facts that will be brought out in regard to the

Austin, Tex., June 23.-Late last evening in the Austro. District Court a decision was handed down in favor of the state in the case of the State against Canda, Drake & Strauss, of New York, purchasers and holders of Texas Facilie Railroad land grants tolves \$180,000 worth of land claimed by the rallroods for sidings and \$76,000 worth of land held on what the State claims to be void certificates. This case is one of many brought by the State against allroads to reclaim land received by the reliroads for The law under which these lands were sldings. The law under which these lands were granted provided that so many acres should be granted for every mile of road in active operation. granted for every me of the grant of the fallogs as well as for the main track. When this fact became known to the Legislature it authorized the Attorney General to bring suit to recover all lands received by rulroads for sidings.

## FOUND DEAD ON A RAILROAD TRACK

Elchmond, Va., June 23.-The dead body of Charles H. Conrad, a prominest banker and tobacconist of Danyille, was found on the track of the Richmond morning. He is supposed to have fallen or been

## THE SARATOGA SUICIDE IDENTIFIED.

Troy, N. Y., June 23.-Mr. and Mrs. Jacob Wager, parents of Mrs. Curtis, of Eayorne, this evening positively identified as the property of their missing daughter the cloak found on the steamboat Saratoga. They believe her to be dead, but can assign no reason for the suicide.

## HIGGINS NOT GUILTY OF MURDER

After two hours' deliberation yesterday in Long Island a jury pronounced Harry Higgins not guilty of norder of Detective Bertram C. Arnold. The verthe morder of Debetive Pertuant. Arrows far diet was announced at 7:10 p. m., and was a great surprise to District-Atterney Flending. Judge Bartlett, before whom the case was tried, anticipated the verdict. In his sharge to the jury he said the only evidence against Higgins was the testimony of Frank Fayl. Fayl was throat, rejudiated all his former declarations yesterday, and swore Higgins was resting on a fence when the

### A FATHER'S TERRIBLE DEED.

HE POISONS HIS CHILD AND THEN KILLS HIM-

SELF-HIS WIPE'S STRANGE INDIFFERENCE. Rochester, N. Y., June 23.-Bartholomay J. Doran, a lightweight pugilist, who came to this city a week ago accompanied by his wife and year and a half old boy, suddenly disappeared with his wife this morning, and their child, which was in apparently good health yesterday, was found dead a few hours later in the room occupied by the couple. When Doran and his wife came here they engaged a furnished room of Mrs. Catherine Houser, at No. 81 St. Joseph-st. At 6 o'clock this morning Deran and his wife left the house without saying when were going. When at 8 o'clock they had not re

would be back or where they door of the rooms used by the Dorans locked. After some difficulty she succeeded in opening the door and found the dead body of the child without a vestige of clothing upon it lying on top of

An autopsy on the child's body showed that death did not result from natural causes. Several bad bruises were found on the front and back of the child's head.

Doran's decapitated body was found shortly after 4 o'clock this afternoon by the tracks of the Rome, Watertown and Ogdensburg Railroad, one mile east of Windsor Beach. Coroner Kleindienst was informed on his arrival at the tion that they withdraw from your association and place that a woman who had been with the dead man had walked west on the track. The term of my contract. It would, of course, be Coroner, who had come on a light engine from my policy and intention to employ only such number | Charlotte, followed in it up the track. He found of men as would be likely to find pretty nearly steady the woman, who told him that her name was employment, and my endeavor would be to give Mary Doran and that the man found dead on the preference to the men of family or those owning homes in the village.

"I further agree that I will open an office which Coroner and has since repeated to reporters this

story:
"My little boy was sick last night. He could "My little boy was sick last night. He could not stand up and fell two or three times, cutting his head. About 9 o'clock 1 got him quieted and I went to sleen. I slept till early morning, when my husband woke me up and told me Phil was dead. I asked him how he came to die; what killed him, and he said; "I killed him; I gave him morphine." He said we must go away or we would be arrested. We took a Lake-ave, street-cast and went to Charlette. Then, we crossed him morphine." He said we must go away or we would be arrested. We took a Lake-ave, street-car and went to Charlotte. Then we crossed the river and went to Windsor Beach. We spent the day walking on the shore. Bart said it would be better if we were all three dead and wanted to get a boat to take me out on the lake to drown me. But we could not get a boat A train came along and he three himself under it and it cut his head off. I don't know what was the matter with Bart or why he killed the low."

Mrs. Deran is about twenty-three years old and not unprepossessing in appearance. She seems decidedly cheerful and indifferent considering all the circumstances. The policy ering all the circumstances. The disposed to accept her story as true.

### WHISKEY MEN BROUGHT TO TERMS.

JOHNSON & CO. APPLY FOR REENTRANCE TO THE TRUST-THE ANSWER TO THE DIS-FRANCHISEMENT SUIT.

Peorin. III., June 23.-W. W Johnson & Co., o purchasing from them without forfeiting the relates from the trust. The application for relestate

by Attorney-General Moloney, directed toward th ilon to the Kew Committee of the Royal Society. Ing that the allegations in the information are in

## STEPPINGS OF THE SEA RANGERS CREW

CRUEL TREATMENT OF THE SHIPWRECKED SAILORS IN ALASKA.

New-Bedford, Mass., June 23.-Three officers of the to day from Port Texnsend, Wash, by rail. The men are Third Mate James C. Lombard, of Nantucket. Fourth Mate Thomas D. Rickerby and Boat Header John Rogers, of this city. Mr. Rogers and be had met with such outrageous treatment from white me Situa, Alaska. "We were putting into the island of Kayak, on May 26," he construed, "to land a deva-shipmate, when we struck a snaken ledge and in less than an hour we had to leave the ship with only what we carried on our back. We had to rev finally taken into a settlement by George Berry, an English trader, and waiter with him until June 2. when the steamer Crescent City arrived from Comb-hasia and carried us to Sitha. We arrived at Sitia on June 5. There were thirty-six men of us, all told. The Governor of Alaska was away, but the acting Governor was seen by Captain Foley, of the lost Sea Ranger. He told the captain he could do nothing for us, and he did nothing. We wanted feed and had no money. There were in the harbon of sitks three United stat's cutters and two American

men-of-war, the Mohican and Ranger. "Captain Foley saw Captain Ludlow, of the Morican, and implored him to do something for u-Captain Foley he could not keep us and told him to draw on the owners of the Sea Ranger. Captain Foley, by signing for \$50 worth of rations for from starvation. The steamer City of Topeks, from Port Townsend, arrived at Sika on June 10. The Governor was on board, but was unwilling to do anything for the shipwrecked men. The captain of the City of Topeka refused to take them to Port Townsend, as they had no money to pay their passage. The men became desperate, and began plan to do some outrage in order to get in jail, to plan to do some outrage in order to get in juil, where they would at least get admething to eat, and sheiter. Captain Ludlow was again assed for ald, but would do nothing without pay.

"Captain Foley paymed the salip's chronometer and managed to get enough money together to take himself, his five officers and his son to cert Townsend on the City of Topeka. The reindinder of the crew were left at Silka. The night before leaving, Captain Foley asked Captain Ludlow of the Mehlean for food for the men he was obliged to leave behind, but was refused. We arrived safe at Pout Townsend and captain Foley reported the matter to the authorities at Washington."

Philadelphia, June 23.-John Cramer and Charles in front of an express train. The engine strack their wag n. demolishing it and instantly killing with military honors at Tripoli. The Camper-Reading Railroad Company at the Indiana st. crossing of the actual recording of the Stove Moulders' Union during the strike. Secretary of the Stove Moulders' Union during the strike. Their wag is, demonstrated we was broken and he was terricly down was severely damaged corroborated McAloon. Judge Bartlet's charge to the jury of the now lies in the hospital in a serious bruised. He now lies in the hospital in a serious bruised. He now lies in the hospital in a serious bruised. He now lies in the hospital in a serious bruised. He now lies in the hospital in a serious condition. Six cars were detailed, delaying traffic condition.

# NEARLY 400 MEN DROWNED.

THE GREAT BRITISH BATTLESHIP VICTORIA SUNK BY THE CAMPERDOWN.

WATER RUSHED IN THROUGH THE ENORMOUS HOLE IN HER SIDE, AND SHE KEELED

REMARKS IN THE HOUSE.

London, June 23 -The British battleship Vic toria, flagship of Vice-Admiral Sir George Tryon. K. C. B., commanding the Mediterranean Squadren, was sunk yesterday afternoon in a collision with the battleship Camperdown, of the same squadron. Four hundred of her officers and crew were drowned. The collision occurred at p. m., about seven miles off Tripoli, a Syrian caport fifty miles from Beyrout, on the Eastern Mediterranean. The Victoria had an enormous hole made in her side, through which the water poured in torrents.

the Victoria was struck. Those on the Victoria's deck at the moment of collision scrambled away and were rescued by the boats from the Camper lown and several other vessels. The men below had no time to reach the deck. The sudden beeling of the Victoria caused her to begin to fill immediately, and no escape was possible She went down in eighty fathous of water.

says that dispatch soon as the officers of the Victoria saw that there was danger of their ship foundering orders were given to close the collision bulkheads, in order to keep the water in the compartment into which the Camperdown had shoved her ram. The sailors tried to obey the order, but the ship was making water too fast to allow of the closing of the bulkheads, and while the men were still trying to shut them the vessel, with her immense guns and heavy top hamper, | poned. The Lord Mayor has opened a relief fund

As soon as the news of the disaster became | CALIFORNIA MONEY NEEDS. known in London the Duke of Edinburgh, who was lately promoted to the position of Admiral of the Fleet, visited the Admiralty and conferred with the officials there. A meeting of the Admiralty Board was held, and a telegram of instructions

was sent to Rear-Admiral Markham. The news of the calamity has caused the most intense excitement, not only among those who had relatives and friends on board the ill-fated snip, but among all classes. The Admiralty Office in Whitehall was besieged to-day by relatives and friends of the officers and crew, reporters seeking further details of the disaster, and throngs of people attracted out of curiosity. So dense was the throng that the Admiralty officials were compelled to summon the police to restrain the crowd.

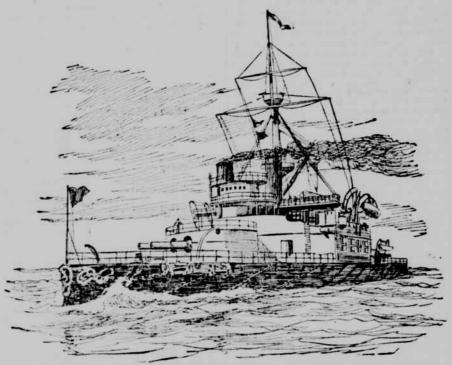
### THE QUEEN'S GRIEF AT THE LOSS OF LIFE.

All official dispatches in regard to the loss of the ship will be sent at once to the Queen at Windsor Castle. As soon as she received Rear-Admiral Markham's dispatch, which was immediately forwarded to her, the Queen gave orders for the postponement of the State Ball that was to have take, place at Buckingham Palace to-night.

A court circular issued this evening says that the Queen received the news with the deepest grief, and that "her heart bleeds for the many homes plunged in mourning." The Queen will publish to-morrow a special letter of condolence with the families afflicted by the disaster.

The Queen has sent Colonel Carrington to express her sorrow and sympathy to Lady Tryon. it most minute, is welcomed here. Last night Lady Tryon, who arrived here from Malta three weeks ago, was holding her first reception of the season. Two hundred guests were present. When the news of her husband's death reached her she fell in a faint.

The state concert and other royal functions on the programme for next week have been post-



turned over and went to the botto , carrying | for the benefit of the needy families who lost down with her nearly all on board. Some of the officers and erew managed to get out of the suction caused by the sinking vessel and were Among those lost is Vice-Admiral Tryon. The first reports of the disaster stated that saving gone down with the ship.

Rear-Admiral Albert H. Markham, of the Trafalear, the flagship of the Rear-Admiral in the Medierranean, has telegraphed to the Admiralty from

I regret to report that, while manocuvring of

teria comprised 600 men. The list of officers drowned includes, besides Vice-Admiral Tryon, haplain Morris, Lieut mant Mauro, Float Paymas with our Bratis comrades. As token of our sympathy you ter Hickord, Fleet Engineer Foreman, Engineer Harding, Assistant Engineers Deadman, Hatherly our own casign at halfnest, according to my orders.

members in the disaster. MR. GLADSTONE'S REMARKS IN THE COMMONS.

Mr. Gladstone was greatly shocked when he g. The was informed of the disaster. He informed the patches show that the loss of life was far greater, glowing tribute to the worth of Vice-Admiral

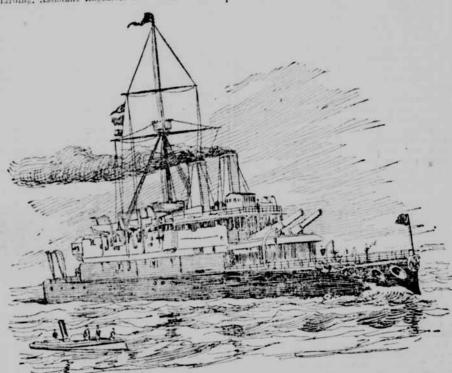
that the deepest sympathy of the House would be felt for the brave men who had found an early grave in the service of their country, and

of the Admiralty, indersed everything that Mr. Gladstone had said, and expressed the deepest regret for the calamity that had befallen the country in the loss of so many brave officers and

In the House of Lords Earl Spencer, First Lord of the Admiralty, referred to the disaster in terms excessive stringency in money, but the bear traders similar to those employed by Mr. Gladstone in

THE KAISER'S MESSAGE OF SYMPATHY.

The Duke of Edinburgh has received this dispatch from Emperor William II:



and Seaton; Guuaer Howell, Boatswain Barnard, ] Carpenter Beall, Midshipmen Intilis, Grieve, Fawkes, Lanyon, Henley, Gambier and Scarlett; Caclet Stooks and Clerks Allen and Savage. A chang had recently been made in the communder attache to the Victoria, Charles L. Ottiev having been lenehed and succeed d by Commander Feilicome, who was saved. Captain the Hon. Maurice A Boarke and fifteen other officers were also saved. mong them being Lord Richard Gillford, Vice-Admiral Tryon's flag-lieutenant and eldest son and

acir of the Earl of Clauwilliam. It is difficult to obtain the names of the mon research, as they are aboard several versels, and so far all chorts have been devoted to recovering bodies. Soon after the collision five bodies were taken from the water-one of them the holy of down was severely damaged forward in the collision. Temporary repairs will be made, and The Dake of Edinburgh replied: erman Navy for us, in this great desaster.

HOW THE DISASTER PROBABLY OCCURRED. It is said here that several times the Victoria

had shown signs of weakness in her stearing had shown signs of weakness in her stearing gear. One theory is that on account of this weakness the became animanageable and could not be got out of the Camperdown's wis.

In an interview to-day, Lord George Hamilton said that without a doubt the Camperdown's ram had cut away the plating on the Victora outside of several of her transverse bulkheads. Had not this been the case, the bulkheads could have been closed and the water kept in one or at the most, two compartments, and the vessel would still have floated. But with the plating torn off or cut away outside of several of the bulkheads, the inflow of water would have been enormous, and there would have been no time, even if it would have availed anything, to closs the bulkheads.

the bulkheads.

Leaf George further said that he thought that with the plating torn off the water must have rushed into the ship in a solid mass and, thus

ONE MILLION MORE SENT AWAY.

IMPROVEMENT, IN SOME DIRECTIONS-WESTERN

LOANS BEING REPAID-STIFFER RATES FOR MONEY, BUT EASIER FOREIGN EXCHANGE.

The unhappy banking situation in California was the principal topic of interest in financial circles yesterday. It almost caused indifference to the bank folinres reported from so widely separated parts of Indiana and Minnesota. The reason for this was not only the magnitude of the troubles on the Pacific Slope, but the fact that the falling off in ship-ments of currency to other places was again marked. The interior demand has not altogether ceased to \$300,000 was sent to points outside of California But bankers were encouraged by the advancing price of New-York exchange at Chicago, indicating a relaxation in the tension at that centre. Another appears to have recovered sufficiently to be able to pay off some of the loans made by the New-Yerk banks in the monetary stress of a week or two weeks ago. The Western banks, however, are not parting with their cash. They are sending collections and drafts on other points to the Newcollections and drafts on other points to the New-York institutions, thereby restoring credit balances when the funds are duly collected. This movement of repayment has assumed considerable proportions when compared with the heavy drain the other way a short time ago. Every sign of improvement, be

The demand for currency from California, however was extremely heavy, although it fell below the requirements of Thursday. The Sub-Treasury re-ceived \$500,000 gold certificates for telegraphic transfer at the San Francisco Sub-Treasury, and again, by consent of the Washington authorities, the credits were instantly transferred, instead of following the usual method, which required two days for making the funds available at the Golden Gate. There was \$500,000 coin shipped by express also, making \$1,000,000 sent to relieve the strain on the California banks, against \$1,615,000 sent on Thursday. It is believed that the heavy accessions of cash in California will soon begin to effect a return of confidence. Since June 7 the shipments of money to California have aggregated \$4,323,000.

Tre failure of the Pacific Bank of San Francisco is not regarded as. in a certain sense, being serious.
Although the institution is a large one, and for many years had been regarded as one of the soundest on the Pacific Coast, in the last two years it has been looked at askance by some of the New-York banks. Its operations are believed to have leaned toward suspension will involve any other San Francisco banks. The Pacific Bank has credits with its two New-York correspondent banks. If its failure involves serious consequences in California they will be confined to country banks, as many of them on the Pacific slope were its correspondents.

By the transfers of credits to San Francisco the Sub-Treasury here gained \$500,000 in free gold yester-day. It also received \$650,000 gold over the counter for currency needed here, but it paid but \$150,000, net gain in gold to the Sub-Treasury 51,000,000.

The local money market developed fresh stringency in consequence of the withdrawal of cash by Call-fornia banks. The rates for call mans at the Stock Exchange ranged from 10 per cent to 20 per cent. Time money is almost impossible to obtain in con-siderable amounts, and such leans usually command. a commission in addition to 6 per cent interest. are not loaned except on gold notes. Commercial paper is still virtually unsalable, and rates of discount are so high, even on first-class notes, that the banks are reluctant to quote the figures for the market was influenced by the advance in money, and sterling quotations were reduced 1-2 cent to the weakness is due solely to the sale of loan bills, the proceeds of which are used in the monet about 200 men had been drowned, but later dis- House of Commons of the accident, and paid a market. Consequently there is no more talk of the prospect of gold imports. The Bank of England has nearly 400 of the officers and crew of the Victoria most esteemed officers in the service of Her eagles from 76s. 41-2d. to 76s. 6d. an ounce. The The Victoria was a twin-serew battleship of the Majesty. Mr. Gladstone added that there were selling price remains at 76s. 9d. The advance in gold in the open London market from the Continen

of Europe. There were only \$300,000 Clearing House certificates issued yesterday. This raises the total amount outstanding to \$3,200,000. The weekly bank statement is awaited with keen interest, but it is expected that the showing will be unfavorable, owing to the monetary movements in the week. The banks have lost over \$1,700,000 to the sub-Treasury, and the currency movement since Friday week ago represents a decrease in cash of from teresting from the fact that the Clearing House certificates will be incorporated in the figures for

The stock speculation remains dull, owing to the met with less resistance in their operations yesterday. In some instances the "bears" revealed their factics by opening prices as low as possible. For instance, the first sales of General Electric stock were made at 70, when there were many orders to buy at higher The result was a quick recovery from the first transaction, and the stock rose to 71 1-2#71 1-8, against 71 1-2 Thursday night. Chicago, Burlington and Quincy was also opened down 1-2 per cent at 57, but it did not raily more than 1-4 per cent, and sub-equently sold at 86 3.8 a.87. The weakest of the leading Granger shares was Chicago, Rock Island and Tauthe, which sold down to 71 1-2, against 72 1-2 at Thursday's close. St. Faul sold at os 1-8 at 63 -8, against 69 1-8 Thursday, and 8t. Paul and Omaha fell 1 1-2 per cent on light transactions. Louisville and Nashville fell 1 per cent to 65, Lake shore 1 1-2 per cent to 123 1-2, and Detaware, Lackawanna and Western 1 1-4 to 144 1-2. Mantantan Elevated sold at 126 1-20 1-2, against 128 3-4 Thursday. American Sugar Refitting fell from 54 on Thursday to 516-54 1-2, Chicago 6as from 70 a-6 on 60, and National Counce from 15a 13 1-4 to 12 1-4. The market generally closed lower and at about bottom prices. 87, but it did not raily more than 1-4 per cent, and

The morket generally closed lower and at acous-bottom prices.

The nations reported to R. G. Dun & Co. for the week number 273 for the United States and 14 for Canada, a total of 287, compared with 347 in the previous week and 190 in the corresponding week of 1892. The advices on the business situation are not flattering; no improvement in the monetary stringency being shown. Collections are said to be unusually slow, and the banks are extremely cautions in lenging, even where they are strongly fortified. A significant feature of the reports is the sameness of their char-acter, no matter from what part of the country they are received. The week's developments and the out-look are sammarized as follows:

MERRILL DISPOSED OF THE BONDS.

Boston, June 23,-At a meeting of the creditors of Moody Merrill was president, the assignee stated that the company issued \$50,000 in bonds and placed them in the hands of Merrill, who represented that the bonds had never been put into circulation. It now turns out, however, that Merrill's statements in this regard with some of these bonds, amounting in the aggregate to \$14,700, and the assignee said it was safe to as-sume that all the bonds had been put in circula-